

9.3.3 AIRCRAFT TRANSPONDER FAILURE IN AREAS WHERE THE CARRIAGE OF A FUNCTIONING TRANSPONDER IS MANDATORY

- 9.3.3.1 When an aircraft experiencing transponder failure after departure is operating or expected to operate in an area where the carriage of a functioning transponder with specified capabilities is mandatory, the ATC units concerned should endeavor to provide for continuation of the flight to the aerodrome of first intended landing in accordance with the flight plan. However, in certain traffic situations, either in terminal areas or en-route, continuation of the flight may not be possible, particularly when failure is detected shortly after take-off. The aircraft may then be required to return to the departure aerodrome or to land at the nearest suitable aerodrome acceptable to the operator concerned and to ATC.
- 9.3.3.2 In case of a transponder failure which is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned should be permitted to proceed, as directly as possible, to the nearest suitable aerodrome where repair can be made. When granting clearance to such aircraft, ATC should take into consideration the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.

9.4 CONTINGENCY PROCEDURE

- 9.4.1 In the event of complete failure of Mono-pulse Surveillance Data Processing System (MSDPS), Airport Surveillance Radar (ASR), Situation Display (SD), contingency backup Service Life Extension Program (SLEP) system's Controller Work Station (CWS) should be used to provide Radar surveillance Service in conjunction with Radar Performance Monitor (RPM) provided MSSR system is in normal operational condition.
- 9.4.2 Steps to be followed during switch over to SLEP system;
- a. Report problem to the ATSEPs at Radar Equipment Room;
 - b. ATSEPs will check the system and advise accordingly;
 - c. Check controlled aircraft target at SLEP monitor
 - d. Check the position of RPM target (7777 FL300, 237°, 50NM);
 - e. Update QNH manually;
 - f. Enter Flight Plan manually;
 - g. Check aircraft reported position and altitude;
 - h. Reconfirm aircraft position and altitude;
 - i. After confirming the aircraft position and altitude Radar Service will be provided.
- 9.4.3 If the controller is unable to provide Radar surveillance Service through SLEP system, the controller will plot the positions of all aircraft already identified, and take the necessary action to establish procedural separation between the aircraft and, if necessary, limit the number of aircraft permitted to enter the area.